AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-6. **(Canceled)**

7. **(Currently amended)** A high-pressure pump for a fuel injection system of an internal combustion engine, the pump comprising

a rotationally driven drive shaft including a shaft portion, embodied eccentrically to the axis of rotation of the drive shaft,

a ring ~~is~~ rotatably supported on the shaft portion,

at least one pump element having a pump piston resting at least indirectly on the ring and driven at least indirectly in a reciprocating motion by the drive shaft via the ring, and

a coating of a friction reducing paint **applied to and hardened** on the ring at least on the outer face **of the ring** facing away from the shaft portion in at least one region**, the at least one region being where** ~~in which~~ the at least one pump piston rests at least indirectly on the ring.

8. **(Currently amended)** The high-pressure pump according to claim 7, **wherein the ring** further comprising at least one flat face on the circumference of the ring, on which flat face the pump piston rests at least indirectly and **wherein the at least one flat face** ~~which~~ is provided with the coating of friction-reducing paint.

9. **(Currently amended)** **A high-pressure pump for a fuel injection system of an internal combustion engine, the pump comprising**

a rotationally driven drive shaft including a shaft portion, embodied eccentrically to the axis of rotation of the drive shaft,

a ring is rotatably supported on the shaft portion,

at least one pump element having a pump piston resting at least indirectly on the ring and driven at least indirectly in a reciprocating motion by the drive shaft via the ring, and

a coating of a friction reducing paint on the ring at least on the outer face facing away from the shaft portion in at least one region in which the at least one pump piston rests at least indirectly on the ring ~~The high-pressure pump according to claim 7~~, wherein the ring, at least in the region in which the coating of friction-reducing paint is applied, comprises a nitrocarburized surface layer, onto which the coating of friction-reducing paint is applied.

10. **(Currently amended)** **A high-pressure pump for a fuel injection system of an internal combustion engine, the pump comprising**

a rotationally driven drive shaft including a shaft portion, embodied eccentrically to the axis of rotation of the drive shaft,

a ring is rotatably supported on the shaft portion,

at least one pump element having a pump piston resting at least indirectly on the ring and driven at least indirectly in a reciprocating motion by the drive shaft via the ring, and

a coating of a friction reducing paint on the ring at least on the outer face facing away from the shaft portion in at least one region in which the at least one pump piston rests at least indirectly on the ring, further comprising at least one flat face on the circumference of the ring, on which flat face the pump piston rests at least indirectly and which is provided with the coating of friction-reducing paint ~~The high-pressure pump according to claim 8~~, wherein the ring, at least in the region in which the coating of friction-reducing paint is applied, comprises a nitrocarburized surface layer, onto which the coating of friction-reducing paint is applied.

11. **(Previously presented)** The high-pressure pump according to claim 9, wherein the nitrocarburized surface layer has a thickness of approximately 5 to 20 μm, preferably approximately 10 μm.

12. **(Previously presented)** The high-pressure pump according to claim 10, wherein the nitrocarburized surface layer has a thickness of approximately 5 to 20 μm, preferably approximately 10 μm.

13. **(Previously presented)** The high-pressure pump according to claim 7, wherein the coating of friction-reducing paint has a thickness of approximately 10 to 50 μm, preferably approximately 15 to 30 μm.

14. **(Previously presented)** The high-pressure pump according to claim 8, wherein the coating of friction-reducing paint has a thickness of approximately 10 to 50 μm, preferably approximately 15 to 30 μm.

15. **(Previously presented)** The high-pressure pump according to claim 9, wherein the coating of friction-reducing paint has a thickness of approximately 10 to 50 μm, preferably approximately 15 to 30 μm.

16. **(Previously presented)** The high-pressure pump according to claim 10, wherein the coating of friction-reducing paint has a thickness of approximately 10 to 50 μm, preferably approximately 15 to 30 μm.

17. **(Previously presented)** The high-pressure pump according to claim 11, wherein the coating of friction-reducing paint has a thickness of approximately 10 to 50 μm, preferably approximately 15 to 30 μm.

18. **(Previously presented)** The high-pressure pump according to claim 12, wherein the coating of friction-reducing paint has a thickness of approximately 10 to 50 μm, preferably approximately 15 to 30 μm.

19. **(Previously presented)** The high-pressure pump according to claim 7, wherein the ring comprises an alloy 16MnCrS5.

20. **(Previously presented)** The high-pressure pump according to claim 8, wherein the ring comprises an alloy 16MnCrS5.

21. **(Previously presented)** The high-pressure pump according to claim 9, wherein the ring comprises an alloy 16MnCrS5.

22. **(Previously presented)** The high-pressure pump according to claim 10, wherein the ring comprises an alloy 16MnCrS5.

23. **(Previously presented)** The high-pressure pump according to claim 11, wherein the ring comprises an alloy 16MnCrS5.

24. **(Previously presented)** The high-pressure pump according to claim 12, wherein the ring comprises an alloy 16MnCrS5.

25. **(Previously presented)** The high-pressure pump according to claim 13, wherein the ring comprises an alloy 16MnCrS5.

26. **(Previously presented)** The high-pressure pump according to claim 17, wherein the ring comprises an alloy 16MnCrS5.